The Sunday Flyer

2970 Baldwin Mill RD
Baldwin, MD 21013

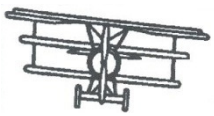
Important Dates:

August 18 – Meeting at Bird Field – 6:00 PM

Sept 11 and 12 - Bealeton Air Show and Fly-in
http://www.flyingcircusairshow.com/schedule.html

September 19 - *Sunday Flyers Club Picnic At Merritt Point Park*

The Sunday Flyer



Editor—Steve Kauffman
Distribution – Lisa Hughes
www.sundayflyers.com
July 2010

CONDOLENCES

We lost one of the Club Founders two weeks ago on August 2, Ernie Hancock. Our condolences to his family.

July Meeting

John Holbrook opened the meeting with a thanks to everyone who attended despite the heat. **John** noted that flying activity has been very low due to the heat. **Bill Polhamus** introduced new member **Kevin Cook** who, as of July, had not yet soloed. **Bill** also mentioned some expenses including $84 for the newsletter (2 months), $167 for the Cub Scout Visit. **Bob Sauer** donated the balsa planes for the event and "at large" donations totaled $81. The day with the Scouts cost the club $86.

Gary Wadsworth reported that we are good for the use of Grange Elementary for our meetings as of September. There was no model of the month entry. **Steve Kauffman Sr.** won the raffle prize of the mini video camera. For the second time in recent history **Tam Tran** was the name drawn for the membership raffle. But again, **Tam** was not present. Sunday, September 19 was the official date given for the Club Picnic at Merritt Point Park.

Better Days Ahead

With the approach of fall, hopefully, we will get some nicer flying weather. The end of summer also means that the farmer will soon be cutting his corn and removing the irrigation pipes from around Bird Field. Clear fields will also give us an opportunity to cut wood.

Opening for Newsletter Editor

Steve and Bill are coming to the end of their time as Newsletter Editors. Who has the talent to continue it?

In The Air

Here is a simple one that can really be fun once you're familiar with it. The Tail Slide is similar to a stall turn but as you approach the stall you maintain your nose high attitude. Eventually you will have an airspeed of 0. Then the aircraft will start to sink down. You pull full up elevator and the plane will slide backwards. Then the nose will drop unless you have an airplane with enough thrust to pull you out. This is a fun thing to do in un-acrobatic trainers or in any plane that you just wanna try something new.

Steve K

Got Floats?

Grab your coolers, grab a blanket, grab your better half, it's time for the **Sunday Flyers Annual Float Fly and Picnic**. Last year we had great

weather along with some first class food and entertainment. It would be hard to beat but let's try. Mark your calendar, September 19th 2010.

Membership Raffle

The raffle stands at a $24 prize at the moment. It will grow as members buy into it. For those unsure how it works: You contribute $1 at the meeting and put your name in the book for that evening's drawing. Everyone in the club is in the raffle "hat." A name is drawn, from the "hat." If it's your name and you have your name in the book for that meeting, you win 80% of the pot. If the person drawn isn't at the meeting or didn't contribute the $1 for that meeting, the pot is held over till the next meeting and continues to grow.

WELCOME

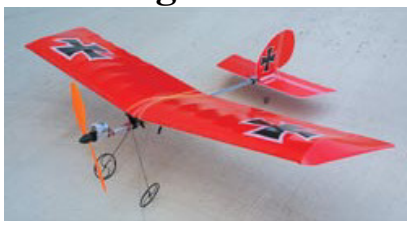
Please welcome new flyers applying for membership:

James Graziano

Paul Donahue

August Raffle

Slow Stick with all the trimmings.



Includes everything except Receiver and Battery. All the gathering of parts from different websites has been done for you.

See Gary the Cej for tickets $2 each or 6 for $5

Plane Donation

George Stone donated a Fun Fly Mustang Profile to the club. **Flat Turn Bob Sauer** bought it immediately. **Thanks George**.

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From the newsletter of the Radio Control Club of Detroit, Clinton Township, Michigan

Understanding Deans Connectors

by Phil Laperriere

As I continue to discover more and more about the mysteries of electric flight, I'm never surprised when something that I initially think is a big problem turns out to have a simple solution once I understand the nuts and bolts about it. I'd like to share one of my latest learnings that support this truth.

I've always been very mechanical and understood mechanical things. I also have always had a great deal of confidence about using tools and getting the feel for them very quickly in order to make them work for me. That being said, I found myself getting a little rattled just using a soldering gun as I was putting together the "system" on my first electric-power project. After purchasing the motor, speed controller, and battery, I eagerly started to string things together.

I started by soldering the bullet connectors to the three wires coming off the motor. I spoke with Matt at the Prop Shop and he instructed me to fill the pocket of the bullet connector with molten solder, then plunge the wire in, holding it until the solder cooled. The first obstacle I had here was that I simply didn't have enough hands to hold the clamp while trying to melt solder into the bullet connector. I overcame this by wrapping a rubber band around the handle of a pair of needle nose pliers. I was then able to position the bullet connector with no problem for assembly to the wire. I also quickly realized I had to slide the shrink tubing as far up the wire as possible before putting the bullet connector on. There is enough heat transmitted an inch or so up the wire to shrink the shrink tube.

Now it was time to solder the Deans-style connector onto the battery leads and the speed controller. One month ago I didn't have the foggiest idea what a Deans Connector was. Now, here I am buying them at the Prop Shop and trying to tie

them into my power system.

I read the instructions on the back of the pouch that the connector set came in, and the instructions told me to tin (pre-apply solder) to the wires and connectors then touch the two together, add a little heat and you should have a good bond, ready for shrink tubing right? Wrong! By the time I was able to melt the solder on the connector, the tab had melted the outside of the connector, allowing the tab to move out of position. Also, it seemed like an extended period of time before the solder would cool enough for handling due to heat being retained in the connector body. I also found that the bond between the wire and the tab was not very strong and was easily pulled free. After a long frustrating struggle, I was successful at getting one set of connectors soldered in place. However, when I tried to plug the two connectors together, the tabs were so far out of alignment due to the melting of the outside shell, they simply would not go together. After ruining three or four pairs of connectors, I finally stumbled upon a solution.

I found if I first plugged a set of connectors together and afterward started the tinning/soldering process. I had much better success at a well aligned connector. I also noted that the solder joint seemed to cool quickly along with the tab alignment remaining intact and showing great bond to the wire. Having the connector plugged together also gave me enough material to hold in a vise for soldering. A couple of other observations I want to point out that seem to make sense to me after going through the process of assembly are as follows:

• Lightly sand the tab where you intend to solder, giving the material an opportunity for "tooth."

• Always assemble the female portion of the connector to the battery side. By doing this, you won't be as likely to inadvertently short out your battery because the terminals are not exposed.

• Maintain a standard for your connectors for positive versus negative. Doing this, you'll finally have flexibility for switching between batteries and speed controllers. Typically, Deans Connectors recommend the wide end be utilized as the positive side.

• Have an extra set of connectors available that are used only for the assembly process. This way you won't power up the speed controller when doing assembly. Also, if you do utilize a set only for assembly, be sure to put the shrink tube over the exposed terminals to minimize the risk of a short.

• Use shrink tube over your solder joints. Shrink tubes serve two purposes. First and foremost, it acts as an insulator, minimizing the potential for a short. Second, it adds strength to the wire just behind the solder joint reducing the opportunity for wire fatigue.

Good luck and don't let the electrics scare you. I've been finding that when I first started getting involved with electrics, the amount of confusing information was intimidating. Learning and understanding a piece at a time starts to add up quickly, making the process manageable.

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If anybody has any pictures or articles to submit send them to gothay@msn.com